

Transportation Phasing Plan

Implementation

The Transportation Phasing Plan (TPP) establishes, as to building permits issued after the date of City Council approval, the allowable levels of development for North University City. These allowable levels of development are expressed in overall Average Daily Trip (ADT). The trip generation factors adopted by the City for each type of land use will be applied to development considered under this Phasing Plan and the aggregate of ADT resulting from all development will be measured against the limits of the Phasing Plan. The determination of equivalent ADTs will be made when FBA charges for specific building permit applications are determined by staff. Development by UCSD is not a part of the Transportation Phasing Plan.

The improvements listed in the Phasing Plan are only those considered to be critical to community-wide development levels. All other improvements shown in the Public Facilities Financing Plan will be constructed as funded.

The intent of the Phasing Plan is to provide public improvements at the time of need. Therefore, before exceeding the ADT level of each threshold, the required improvements of the threshold must be committed to the satisfaction of the City Engineer. Such commitment will be:

1. Improvement must be completed or open to public use, whichever occurs first, or,
2. Improvement must be subject to an awarded construction contract by a governmental agency.

It should be noted that this Phasing Plan is intended to serve as a guideline for sequential development of public improvements. Because the geographic order of development is not certain, it will be necessary to periodically review and revise this Phasing Plan in order to reflect current land development proposals and changing conditions in the community.

The original Phasing Plan was adopted by the City Council on April 11, 1988. The original Transportation Phasing Plan section was revised for the current Transportation Phasing Plan (refer to the April 2000 "North University City Transportation Phasing Plan Report"). The April 11, 1988 Park Improvement Phasing Plan is still valid.

Transition from Current Transportation Phasing Plan

This Transportation Phasing Plan (TPP) is based on the new travel forecast modeling work that was conducted in the University community in 1997. The original TPP, adopted in 1988, was based on the 1987 modeling work. The forecast traffic volumes on the community streets changed significantly with the new modeling work. The reasons for these changes are discussed in the "University City Community Focused Transportation Study" report.

A transition from the original TPP to the current TPP was needed to allow a smooth implementation of the phasing plan. At the beginning of calendar year 2000, the original adopted TPP had a total traffic generation of 110,000 ADTs since its inception. The allowable ADT level in Threshold 4 was 122,000. The remaining allowable ADT was 12,000 ($122,000 - 110,000 = 12,000$). The current TPP will allow the same 12,000 ADT for Threshold 1. Thus, Threshold 1 of the current TPP corresponds with Threshold 4 of the original adopted TPP.

The original TPP Thresholds 2 and 3 were originally calculated from a 1995 base starting point. The current TPP Thresholds 2 and 3 have the beginning of year 2000 as the starting point for the accumulations. These values were derived by subtracting the ADT resulting from development in 1995 through 1999 from the original ADTs that were based in 1995.

The Transportation Threshold Calculations table on the following page shows how the current threshold ADT values were determined.

Only transportation projects that were needed to mitigate the LOS E, E/F and F conditions between 1995 and buildout are included in the current TPP. Projects in the original adopted plan that were not needed for mitigation purposes were not carried to the current phasing plan.

UCSD traffic is not counted against phasing thresholds. Development subject to the following thresholds includes all other projects, regardless of occupancy type, without a valid building permit at the date of adoption of the Transportation Phasing Plan by the City Council on August 15, 2000.

Maximum expected ADT from the year 2000 to buildout: 89,030.

NOTE: Traffic signals shall not be turned on until warrants are met and the City Engineer determines that they are needed.

Transportation Threshold Calculations

Current Adopted Transportation Phasing Plan
By ADTs

	1988 thru 1997	1997 thru 1999	1988 thru 1999
Community Traffic Since 1988 Phasing Plan	74,600	35,400	110,000

Development Since 1995

	1995 thru 1996	1997 thru 1999	1995 thru 1999
Development Since 1995	4,360	35,400	39,760

Transition Period

	Threshold 4 Allowable ADT	Total 1988 thru 1999 ADT	Remaining Allowable ADT
New Threshold 1	122,000	110,000	12,000

Transportation Phasing Plan
(approved FY 2001)

	Total Allowable ADT since 1995	Total 1995 thru 1999 ADT	Total Allowable ADT from 2000
New Threshold 2	106,250	39,760	66,490
New Threshold 3	128,660	39,760	88,900

THRESHOLD 1 - 12,000 ADTs^(a)

Improvements required to the satisfaction of the City Engineer before exceeding Threshold 1 cumulative ADT level.

FBA Project Number	Project Description	Funding			Project Status/ Scheduled Construction Year
		Developer	FBA	Other	
NUC-13 Phase I	REGENTS ROAD - EXECUTIVE DRIVE TO GENESEE AVENUE For this requirement, restripe existing street (Eastgate Mall to Genesee Avenue) to three-lane collector street.	X	X		Completed. Phase II of this project will widen to a modified four-lane major street.
NUC-21 (Combined with NUC-36)	NOBEL DRIVE EXTENSION AND INTERCHANGE AT I-805. 1. Construct new half-diamond interchange. 2. Construct overcrossing plus left-turn lane bike lane and sidewalk on Nobel Drive from I-805 to Miramar Road. 3. Construct four-lane major street 4. Construct six-lane major street with transition.		X		Completed.
NUC-34	EASTGATE MALL - TOWNE CENTRE DRIVE TO MIRAMAR ROAD. Repave and restripe existing street to a three-lane collector street on Eastgate Mall, east of I-805 bridge to Miramar Road		X		The portion from I-805 to Eastgate Court is completed.

^(a)The threshold is a cumulative total since the year of the 2000 Transportation Phasing Plan.

Allocation of Building Permits under the phasing plan is subject to Council Policy 600-36.

THRESHOLD 2 - 66,490 ADTs^(a)

Improvements required to the satisfaction of the City Engineer before exceeding Threshold 2 cumulative ADT level.

FBA Project Number	Project Description	Funding			Project Status/ Scheduled Construction Year
		Dev.	FBA	Other	
NUC-3	GENESEE AVENUE - I-5 TO REGENTS ROAD Widen Genesee Avenue from I-5 to Regents Road to a modified six-lane major street.		X		FY 2006
NUC-33	JUDICIAL DRIVE - GOLDEN HAVEN DRIVE TO EASTGATE MALL. Construct a four-lane major street on Judicial Drive from Golden Haven Drive to Eastgate Mall.	X	X		FY 2006
NUC-34 Phase 2	EASTGATE MALL - TOWNE CENTRE DRIVE TO MIRAMAR ROAD. Widen to four-lane collector street east of the I-805 bridge to Miramar Road. Repave and restripe existing Eastgate Court to Miramar Road to a three-lane collector street.		X		FY 2010
NUC-36	JUDICIAL DRIVE - GOLDEN HAVEN DRIVE. Construct a four-lane major street.	X			COMPLETED
NUC-47 Phase 3	LA JOLLA VILLAGE DRIVE - TORREY PINES ROAD TO I-805. 1. Widen LJ Village Drive from Torrey Pines Road to Gilman Drive and Gilman Drive Bridge to six-lane primary arterial. 2. Widen LJ Village Drive from Gilman Drive Bridge to Villa La Jolla Drive to eight lanes.	X	X		COMPLETED

^(a)The threshold is a cumulative total since the year of the 2000 Transportation Phasing Plan.

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THRESHOLD 2 - 66,490 ADTs^(a) - continued

Improvements required to the satisfaction of the City Engineer before exceeding Threshold 2 cumulative ADT level.

FBA Project Number	Project Description	Funding			Project Status/ Scheduled Construction Year
		Developer	FBA	Other	
NUC-50	MIRAMAR ROAD - I-805 EASTERLY RAMPS TO 300' EAST OF EASTGATE MALL. Widen to eight lanes.		X		FY 2006
NUC-A	GENESEE AVENUE - NOBEL DRIVE TO SR-52. Widen Genesee Avenue to a six-lane major street from Decoro Street to SR- 52.		X	X Transnet and State Funding	FY 2012
NUC-C	LA JOLLA VILLAGE DRIVE / I-805 INTERCHANGE RAMPS. 1. Convert the existing full cloverleaf to a partial cloverleaf. 2. Widen LJ Village Drive bridge over I-805, including the approaches, to three through- lanes plus an auxiliary lane in each direction. 3. Widen LJ Village Drive from Towne Centre Drive to the I- 805 southbound on/off ramps to eight lanes, plus an auxiliary eastbound lane.	X	X		FY 2007

^(a)The threshold is a cumulative total since the year of the 2000 Transportation Phasing Plan.

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THRESHOLD 3 - 88,900 ADTs^(a)

Improvements required to the satisfaction of the City Engineer before exceeding Threshold 3 cumulative ADT level.

FBA Project Number	Project Description	Funding			Project Status/ Scheduled Construction Year
		Developer	FBA	Other	
NUC-12	REGENTS ROAD - AT&SF BRIDGE TO 100' NORTH OF LAHITTE COURT. Construct four-lane major street.			X Transnet	FY 2008
NUC-14	REGENTS ROAD - 100 FEET NORTH OF LAHITTE COURT TO GOVERNOR DRIVE. Widen existing ½ width street to a four-lane major street.			X Transnet	FY 2008
NUC-18	REGENTS ROAD - BRIDGE OVER AT&SF RAILROAD AND PORTION OF THE FLOODPLAIN. Construct four-lane bridge with sidewalks.		X	X Transnet	FY 2009

^(a)The threshold is a cumulative total since the year of the 2000 Transportation Phasing Plan.

Allocation of Building Permits under the phasing plan is subject to Council Policy 600-36.

Park Improvement Thresholds

THRESHOLD 1 - 2,300 Dwelling Units (DUs)

Improvements required to the satisfaction of the City Engineer and the Director of Park and Recreation before exceeding Threshold 1.

FBA Project Number	Project Description	Funding			Project Status/ Scheduled Construction Year
		Developer	FBA	Other	
NUC-28	DOYLE PARK RECREATION BUILDING. Design and construction.		X		COMPLETED

THRESHOLD 2 - 5,500 Dwelling Units (DUs)

FBA Project Number	Project Description	Funding			Project Status/ Scheduled Construction Year
		Developer	FBA	Other	
NUC-29	NOBEL ATHLETIC AREA PARK. Design and construction.		X		FY 2006